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[a34-1]

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[846]

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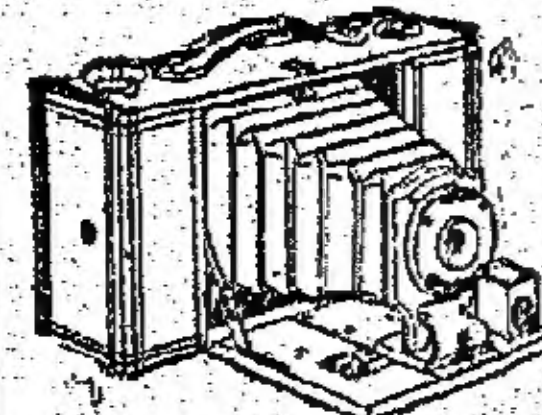


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Hongkong, 1st September, 1910. [a542]

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The Daily Press.

HONGKONG, DECEMBER 8TH, 1910.

THE report of the proceedings at the Sanitary Board which we published yesterday makes the interesting disclosure that politically the Colony of Hongkong is quite in line with the Motherland, for may it not be said that the "Veto" has become the burning question of the moment in both places? Our Sanitary Board—or at least the Unofficial members of it, with one exception—have protested against what they regard as an unreasonable exercise of the veto by our local equivalent of the House of Lords—the Executive Council. H.E. THE GOVERNOR has defended the action of his Council in a lengthy minute which, however much some of the details may be criticised, does at least show that careful consideration is given to recommendations made by the Sanitary Board, and, in the words of His Excellency, that "the action of the Government has been conscientiously directed to the discharge of public duty." A strong case is made out in justification of the Executive Council's refusal to abandon the Pokfulam reservoir on the recommendation of the Sanitary Board. Mr. SHELTON HOOPER has drawn from His Excellency's statement the deduction that the medical advisers of the Sanitary Board and the medical experts consulted by the Executive Council differ as to the danger of the supply, and consequently asks the old

familiar question as to who shall decide when doctors disagree. But on the question of the impurity of the water in the reservoir there appears in reality to be no difference of opinion whatever. It was indeed on a report by the Government bacteriologist that the Sanitary Board based their recommendation for closing the reservoir. It is not denied that the unfiltered water is impure, and though the catchment area of Pokfulam is under the Board's suspicion, the bacteriological examinations have shown the unfiltered water from this reservoir to be purer than the unfiltered water from the Tytam and Kowloon reservoirs. Unfiltered water from the Pokfulam reservoir is supplied only to the people of the small village of Pokfulam, and its environs, and the sole question on which opinions differ is as to whether this is a menace to the public health of the whole community which calls for the immediate initiation of a very costly waterworks scheme. As His Excellency's minute points out, the Pokfulam district in this matter is no worse off than any other district or village in the Colony, except Aberdeen, and perhaps Shaokwan, where the supply is partly filtered. We have not been able to gather from the published information that the water in Pokfulam reservoir is any more impure now than it has always been, and we have seen no evidence of excessive mortality or epidemic sickness in this or any other district supplied with unfiltered water. Possibly if the Dairy Farm had used this unfiltered water for washing the dairy utensils there might not have been this immunity, but it is well known that the arrangements at the farm for the cleansing of the utensils are an effective safeguard against contamination. If the scare was created through lack of knowledge of these provisions—as seems indeed to have been largely the case—the authors of the scare owe it to the general public to say so. Dr. FITZPATRICK, we note, says the appointment of the Commission offered by His Excellency "will be welcomed by those who hold very decided views on the matter." We should like to know what the Commission is intended to prove or disprove? It is admitted that the water in Pokfulam reservoir is impure—but not so impure as the water at Tytam and Kowloon; it is admitted that the small village of Pokfulam is supplied with this unfiltered water; it is shown that the Dairy Company whose farm is in that district have "admirable methods of cleansing all utensils by sterilisation" and "preventing the possibility of contamination by contact with vessels washed in impure water"; furthermore, it is shown that the water from Pokfulam reservoir which is used in the city of Victoria all passes through filter beds at West Point. Are any of these statements so doubtful that a Commission is necessary to investigate them? It does not seem to us that a Commission is needed to say that it would be better and safer to provide the village of Pokfulam with filtered instead of unfiltered water. Even so, what need is there to close the Pokfulam Quarry if this is the only object to be served? Is it desired that the Colony should immediately embark on another great and costly waterworks scheme to give all the scattered villages of the Colony a supply of filtered water? Admittedly the city could do with a more ample supply, but as His Excellency wisely reminds us, it is obvious that elaborate and costly schemes for filtration can only be taken in hand for large cities. If the village of Pokfulam is to be specially favoured in this respect, some less costly means must be found than the immediate closing of the Pokfulam reservoir necessitating the prosecution of the expensive undertaking at Tytam Tuk, which has long been planned but deferred until the finances of the Colony are in a position to bear this new and heavy burden. We have but little space left to deal with the other important question discussed in His Excellency's minute. On this point evidently the Sanitary Board has good reason to complain of the action of the Executive Council. The recommendation of the Board was vetoed for a reason inconsistent with the views and opinions of the Government's own experts, which it would seem were not placed before the Executive Council for consideration. Either the Sanitary Board is at fault in not communicating the whole case for their recommendation to the Executive Council, or the Council for not taking pains to ascertain that their own view of the matter had been fully considered by the Sanitary Board. As the Sanitary Board's recommendation is supported by the views of the Government's own experts, as quoted by Mr. SHELTON HOOPER, it remains to be learnt on what other advice the Executive Council decided to dissent from the Sanitary Board's recommendation.

The "patriotic reason" on St. Andrew's night in Manila took the form of a brilliant ball.

Lady Lugard will attend the Annual Sale of Work of the French Convent at the City Hall this afternoon.

A second aeroplane ordered from abroad by the Japanese Government was landed at Yokohama a fortnight ago.

Mr. E. E. Stubbs, of the Colonial Office, arrives in the Colony per s.s. *Assaye* to-morrow morning, and will be a guest at Government House.

The Yokohama Relief Fund amounted to \$125,182, a cheque for which sum was received and acknowledged by the Mayor of Portsmouth.

A native who stole two pipes from a restaurant at Shektonui was sentenced by Mr. E. R. Hallifax at the Magistracy yesterday to one month's imprisonment and six hours' stocks.

Mr. Hamilton Butler, at one time American Assessor at Shanghai and recently in Tientsin, has been transferred to Canton as Vice-Consul, relieving Mr. Myers, who in turn goes to Tientsin.

Two cases of plague were discovered near the Chinese Bund, Shanghai, last week. The patients were certified by a Japanese doctor to be suffering from that disease. One died, while the other is in a very critical condition.

We are informed that the members of the Publicity Committee for the Philippines Campaign are making great preparations for the coming Carnival in February, 1911, and that several big attractions are being imported to make it the "Greatest Show ever seen East of Suez."

Even with the support of shoring the front wall of the buildings which recently collapsed in Aberdeen Street it considered dangerous to pedestrians in the vicinity. To avoid accidents four Indian policemen were yesterday stationed at the scene of the collapse to prevent passers-by from loitering.

A Chinese man and youth appeared before Mr. Hallifax at the Magistracy yesterday on a charge of stealing a cloak from the residence of a Japanese woman residing at 10, Cross Street. After hearing the evidence his Worship sentenced the first defendant, the man, to three weeks' imprisonment and six hours' stocks, and the second to 48 hours' detention and twelve strokes of the birch.

Another member of the hedigan brigade which has recently been creating disturbances in the vicinity of the Empire Cinema and the new skating rink was charged before Mr. E. R. Hallifax at the Magistracy yesterday. He was arrested in the act of tearing weatherboards from the wall of the skating rink. The offence was proved and his Worship imposed a fine of \$25, the alternative being five weeks' imprisonment.

There will be a special dinner at Government House to-night at which the following will be present:—Mr. Chao Ohing Hua, Dr. Ho Kai, Mr. Lya Ohn-pak, Mr. Sat-po, Mr. Chan Shat-ang, Mr. Ho Ngok-lai, Mr. Hui Chin-lan, Mr. Chan Siu-ki, Mr. Wei Wah-lin, Mr. Wong Kam-fuk, Mr. Sia Tak-fan, Dr. Kelly, Mr. Hallifax, Rev. W. E. Hewitt, Mr. S. B. C. Ross, Mr. J. R. Wood, Mr. Ralphs, Mr. Irving, Mr. Hasselard, Mr. Brewin and Sir Henry May.

## TRAGEDY AT QUARRY BAY.

FRENCH SAILOR CHARGED WITH MURDER.

Paul Pottier, a deck sailor from the French gunboat *Vigilante*, which is now being overhauled in the Quarry Bay Docks, appeared before Mr. J. B. Wood at the Magistracy yesterday on a charge of wilfully murdering a Chinese coolie. It appears that early on Monday morning the deceased and four shipmates took refreshment at Wanchai and proceeded to Quarry Bay. There it appears that a dispute arose regarding the fares, and that the sailors chased the coolies. The defendant is alleged to have stabbed the deceased coolie in the abdomen with a pocket knife. The coolie, whose intestines were extensively cut, was removed to the Government Civil Hospital, where he died on Monday night at 6.30 o'clock after his dying depositions had been taken. When charged yesterday Pottier pleaded not guilty, and the hearing of the case was adjourned until to-day.

## ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the Happy Valley from 3rd to 5th inst. with the following results:

	Gross.	Hcp.	Net.
A. P. Dashiwood	91	14	77
C. A. Jones	95	12	83
Comdr. Brooke	85	scr.	85
H. Pincroft	95	10	85
30 entries.			
A. W. Walkinshaw	78	scr.	78
C. A. Jones	95	12	83
Comdr. Brooke	85	scr.	85
H. Pincroft	95	10	85
T. S. Forrest	87	scr.	87
53 entries.			
+ Winner of Cup.			
+ Winner of Pool.			

## CRICKET.

YORKSHIRES v. GARRISON.  
An interesting match was played on the Cricket Ground yesterday between the K.O.Y.L.F. and the Garrison. The former, batting first, made a fine display and ran up 188, to which the Garrison replied with 173. Great interest was manifested in the match and excitement prevailed at the last when the issue was very much in doubt. Fortunately the game was finished before the rain came on.

## TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

## RAILWAY EXTENSION TO TSINGTAO.

PEKING, December 7th.

The Germans are negotiating for the extension of the Kaifeng Railway to Tsingtao via Kaomi, a scheme which involves an alteration in the long-discussed extension to Kaichow. The scheme provides for the Chinese construction of the proposed line.

## CHINESE STATESMAN SEEKS RETIREMENT.

PEKING, December 7th.

Tang Shao Yi, President of the Board of Communications, has tendered his resignation.

The Throne refuses to accept it, but has granted his Excellency one month's leave of absence.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS"]

## PRESIDENT TAFT'S MESSAGE TO CONGRESS.

THE CHINESE-AIGUN RAILWAY.

LONDON, December 7th.

President Taft's Message to Congress says the construction of the Chinese-Aigun railway by international loan still forms the subject of friendly discussion between the interested parties.

American policy in China is to use American capital for the development of China, without prejudicing China's legitimate rights as an independent Power.

## PANAMA CANAL TOLLS.

The President recommends the appropriation of nineteen million dollars for the fortification of the Panama Canal and a toll of a dollar a ton on all commerce passing through the Canal.

## JAPANESE AND GERMAN MANUFACTURERS.

LONDON, December 7th.

Speaking at a dinner given by the German Japanese Society at Berlin the Japanese Ambassador, after referring to the excellent relations between the two countries, expressed regret that Japanese industrialists were often disappointed when they visited German factories because the manufacturers carried secrecy too far. Consequently the Japanese went to other countries where they encountered less distrust.

[FROM THE MANILA "CABLENEWS"]

## PROPHECY BY MR. JAMES J. HILL.

Washington, Nov. 28th.

James J. Hill, builder of the Great Northern transportation lines, is pessimistic in his view of the commercial outlook for the immediate future. Mr. Hill prophesies that there will be shortly serious business stagnation on account of the extravagant way of living and the abnormal expansion of business houses in the United States.

## THE AMERICAN LABOUR LEADER.

Washington, Nov. 28th.

Samuel Gompers, has been re-elected president of the American Federation of Labour. Serious opposition to his candidacy developed on the organization and he was elected by a very small margin. His success has entailed considerable bitterness among those opposed to his methods whose hearts were set on ridding the organization of his leadership.

## SHOPKEEPERS' BUSINESS HOURS IN MANILA.

A meeting of merchants was held at the quarters of the Manila Merchants' Association last week to decide on the business hours to be maintained during the last two weeks of the year. Of the twenty-six merchants present a majority decided that it would be conducive to better business for them to remain open until ten o'clock from the 15th to the 30th, thereby making it an object to buyers to come to the Escala after dinner.

During this time the Escala will be brilliantly lighted with thousands of electric lights, and arrangements will be made to have band music. It is expected that the Manila Dagupan Railway Co. will be induced to run extra trains to accommodate the people living a short distance out of town.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS' SPECIAL POLITICAL SERVICE.]

## THE GENERAL ELECTION.

TUESDAY'S ELECTIONS.

UNIONISTS.	LIBERALS.
St. Helens	Sunderland
Kidderminster	Newcastle-on-Tyne
Brixton	Southwark W.
Durham City	Aberdeen City N.
Lambeth N.	Aberdeen City S.
Strand	Burnley
Clapham	Bethnal
Warwick and Leamington	Green S. W.
Edinburgh W.	Bethnal
Canterbury	Green N. E.
Marylebone E.	Edinburgh C.
Marylebone W.	E. S.
Chelsea	Rotherhithe
Fulham	Coventry City
Hackney N.	Kennington
Brighton (2)	Battersea
Norwood	Hackney S.
Hampstead	C. C.
	Bermondsey

## LABOUR.

Sunderland
Newcastle-on-Tyne
Whitehaven
Barrow-in-Furness
Deptford
Woolwich

## UNOPPOSED RETURNS.

UNIONISTS.	LIBERALS.
Andover.	Sowerby
Antrim, S.	NATIONALISTS.
Bewdley.	West Meath, S.
Ile of Thanet	Wicklow, W.
Wycombe	Mayo, E.
Widnes	Donegal, N.
Ludlow	Louth, S.
Armagh, N.	Cavan, E.
Lewes	Leitrim, S.
Penrith	Waterford, E.

Epsom Clare, E.

Wokingham Kerry, N.

## STATE OF THE POLL.

The results of the election so far are:—

Unionists .....	146
Liberals .....	106
Labour .....	20
Nationalists .....	26

Members elected ... 298  
to be elected 372

The Liberals have gained ten seats, the Unionists, twelve, and the Labourites three.

Mr. John Burns has been re-elected by a much increased majority.

## CONCERT AT THE SEAMEN'S INSTITUTE.

The concert at the Seamen's Institute last night was arranged by Miss Lee, who succeeded in getting together an excellent combination of talent and the entertainment from beginning to end was most enjoyable. Among those contributing songs were Miss Cunningham, Mr. G. Balloch, Mr. A. J. Darby, Mr. Leslie Ross, Mr. E. Chapman, Mr. Thomson (s.s. *Onang*) and P. O. Holman (H.M.S. *Nonmouth*). Miss Lawford was the pianist; recitations were given by Miss Lee and the Rev. Mann, B.N. (H.M.S. *Nonmouth*) and Mr. B. Webb gave some excellent and very amusing character sketches. Notwithstanding the inclement weather, the concert room was quite full, and the audience were evidently delighted with the evening's entertainment.

## PRINCE AND THE PORTUGUESE REPUBLIC.

MONARCHICAL GOVERNOR SEIZED.

According to advice received in Lisbon on the 5th ult., the Monarchical Governor of Principe has been seized by the Republicans of the island. The *Sax Rafael*, the ship which hounded the Necessidades Palace, has consequently been despatched to the colony having on board the new Governor of Principe and San Thomé, whose task, in view of the strong monarchical sentiments of the cocoa planters, is not regarded as an easy one. The difficulty of the situation is increased by the fact that the Republicans of San Thomé have petitioned in favour of another Governor than the one who has been chosen.

## LATEST STEAMER MOVEMENTS.

The *Asia* steamer from Calcutta left Singapore on the 5th inst. and may be expected here on or about the 11th inst.

The North German Lloyd steamer *Borneo* left Sandakan on the 5th inst. p.m. and may be expected here on or about the 11th inst. p.m.

## THE SITUATION AT MACAO.

REPUBLICAN NEWSPAPER SUSPENDED.

The Acting Governor yesterday suspended the Republican paper *Voz da Pátria*.

AN AMNESTY.

A close textual translation of the Amnesty dispatch sent by the Government at Lisbon is as follows:—"Republican Government, considering good intention troops enforcing execution law, forgives punishment, honouring Governor's promise, but maintains military regulations. Therefore will not fail to punish any demonstration of troops or act of insubordination, treating it as protest against Republic and high treason. This also includes conduct civilians instigating and inciting disturbances police order."

[FROM AN OCCASIONAL CORRESPONDENT.]

Nothing can be more curious, except a cyclone, than what used to be called the *Furia Francesa*. It is really a form of anger peculiar to the Latin peoples, terrible while it lasts, sometimes appallingly devastating, but leaving after its passage peace and quietness behind it. Here in Macao, only three days ago, many men walked in fear of their lives, especially if they happened to be Priests, and even an Englishman might remember with discomfort that he was a Monarchist in a land of Republicans. To-day political passion has died down; all men remember that it does not really matter what a country calls itself, a Monarchy or a Republic, but that duty has to be done, law and order have to be preserved, soldiers must obey their officers, and ordinary decent people have to keep their temper. Certain rumours have been assiduously spread with the avowed intention of creating excitement and upsetting the public mind. The real truth is that at the present moment Macao is one of the safest places in the whole of the Far East. The New Governor, Senhor Vidal, is a strong man, and has most able coadjutors in the Colonial Secretary, Lieut. Machado, an officer of exceptional ability and determination. It is quite untrue that the Revolver of Taxes, Senhor Moneses, aspired himself to fill the post of Governor. His hands are full already with the arduous and responsible labour of restoring the finances of Macao, and it is most improbable that anything could induce him to accept any post which would interrupt a task to which he is giving the whole of his mind. The soldiers are now under complete discipline. There is every reason to hope that under the firm hands which now are administering the Government there will be no further disturbances, no apprehension in the breast of the most timid of convent school girls, and no excitement to be obtained by the most excitable of sensation lovers.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

MACAO, December 5th.

Sir,—All is quiet now and we can breathe again. There is a distinct reaction on the part of the soldiers, who recognize now that they have been sadly misled and deceived by a few civilians, and are therefore very indignant. There only remains one thing to be done now, and that is to severely punish the men who got up this revolt, and who are known to everybody here. Not unreasonably, there is a growing impatience at the delay on the part of the Acting Governor in instituting proceedings against the men behind the scenes, but all who know his Excellency's integrity of character and love of country know that if he has not acted yet, there must be some good reasons for it. The population of Macao still have full confidence in his Excellency, and trust that Justice will be meted out in due course. The amount of harm done by these men is considerable, and the indignation is general and absolute. The aged and infirm, the destitute, the orphans, the children requiring education, all alike have suffered. But there are other victims. In the first place, there is H.E. the Governor, who was universally liked and respected. Then there are the Captain of the *Patria*, who lost his command, and the young officer, Lieut. Costa, who, feeling ashamed of the action of the men, resigned his commission in the Navy, and so on. The amount of misery wrought all round is great and the punishment should be commensurate to the crime. I am, etc.

JUSTITIA.

## OXFORD AND THE CIVIL SERVICE.

The places obtained by Oxford men in this year's Civil Service Competition are considered by the *Oxford Magazine*, after an elaborate analysis, to be "very fairly satisfactory." In all there are fifty-eight Oxford men among the one hundred and sixteen to whom places have been offered—exactly one-half. Among these are the first and second men in six out of the first ten, fourteen out of the first five, twenty-six of the first fifty. Last year Christ Church, with six successes, had the largest number of representatives of any individual College. This year Balliol, Brasenose, and Hertford all reach that number, but are well beaten by Trinity, Cambridge, with eight. Among the Public Schools Eton has done best, having six men in; Marlborough, with five, is next best. Dulwich and Malvern have four apiece; Fettes, Manchester Grammar School, Rugby, George Watson's College, and Winchester each supply three; the first man on the list being a Republican. A comparison of the marks of this year's successful candidates with those which gained corresponding places last year looks as if either the marking had been more lenient this year or the candidates much better. Judging by relative performances in the Schools, the former alternative seems more probable. The Colonial Cadets seem to have rather gone the wrong way this year, as the last has gone to man who was as slow down as one hundred and forty-third and who only scored 1,577, and the majority have gone to men who would have been well out of the running in most years. The performances of the Oxford men in the Schools are up to, but not above, the average.



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IS A  
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An Inspection is Solicited.  
Hongkong, 1st December, 1910. [1333]

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REORGANISED THIS MONTH.

From the 1st inst. a change was to be introduced, says the *Japan Gazette*, to the organization of the First, Second and Third Standing Squadrons of Japan. The *Japan Gazette* says that several other squadrons in the Squadron were to be placed on the reserve list and replaced by others. The formation of the three new Squadrons is as follows—

FIRST SQUADRON.		
NAME.	CLASS.	TONNAGE.
<i>Sakuma</i>	Battleship	19,350
<i>Hizen</i>	"	12,750
<i>Asahi</i>	"	15,200
<i>Kashima</i>	"	16,400
<i>Tsushima</i>	cruiser	13,750
<i>Ibuki</i>	"	14,620
<i>Zuho</i>	"	4,085
SECOND SQUADRON.		
<i>Nishin</i>	cruiser	7,700
<i>Kanaga</i>	"	7,299
<i>Idzumi</i>	"	2,593
<i>Chihaya</i>	despatch-boat	1,250
THIRD SQUADRON.		
<i>Akikishima</i>	cruiser	3,150
<i>Yoshida</i>	"	3,365
<i>Ty</i>	gunboat	620
<i>Sumida</i>	"	126
<i>Fushimi</i>	"	180

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INQUIRY AT THE MAGISTRACY.

An inquiry into the cause of death of the six Chinese who were killed in the collapse which occurred at Nos. 13, 15, and 17, Aberdeen Street, on the 28th November was opened before Mr. E. R. Halliday, sitting as coroner, and a jury, at the Magistrate's yesterday afternoon.

Mr. F. B. L. Bowley, Crown Solicitor, appeared on behalf of the Crown. He informed the jurors that they were present to inquire into a sad accident which occurred at 1.30 o'clock in the daytime on November 28th and which resulted in the death of six Chinese persons—one man, a laborer, of the age of 45, three married women and two children. The inquiry was held under the Ordinance for the abolition of a coroner; his Worship was sitting with the powers of a coroner, and this was practically a coroner's inquest to ascertain the cause of death. Mr. Bowley said he appeared in order to assist his Worship and the jurors as far as possible in ascertaining the facts and surrounding circumstances of this sad calamity, and he would endeavour to render all the assistance he could in arriving at the true facts of the case. The six persons who met their deaths by the accident were all occupants of houses Nos. 13, 15, and 17, Aberdeen Street; and the evidence of the medical officer who examined the bodies would be understood, be to the effect that each of these persons died of suffocation; that was to say, they were buried in the ruins of the house and suffocated. Mr. Bowley thought the jury would have no difficulty in ascertaining the primary cause of death, but they would probably wish to go further than that and to inquire into the circumstances surrounding this accident; and to find out whether in their opinion any blame attached to any person connected with these buildings, and so on. The collapse occurred very suddenly, without any previous warning, and there were a large number of workmen working in the adjoining houses. Fortunately, the greater part of those people escaped with their lives, but six were buried in the ruins. As soon as the collapse occurred a constable on duty in the street called up the Central Police Station. The first brigade turned out with great promptitude, and assisted by a gang of sanitary coolies under the charge of the Sanitary Department, the police and coolies did all in their power to extricate the living and take out the bodies of the dead, working at great risk to their own lives, but fortunately no accident occurred. In order to arrive at the history of this accident it was necessary to consider the three houses, Nos. 13, 15, and 17, Aberdeen Street. Mr. Bowley said before his Worship and the jurors a plan of these houses, and stated that as far as could be ascertained they were of considerable age; in fact, their age was such that the Building Authority was unable to find out when they were erected. He thought it was safe to say they were built between twenty and thirty years ago. They were ordinary Chinese tenement houses, each four storeys, built of blue brick, and had iron verandahs over Aberdeen Street. Each house belonged to a different owner. In September of this year an inspector in the department of the Building Authority, acting under statutory powers, inspected these houses, and came to the conclusion that the party wall between 13 and 15 was in a dangerous condition. Notices were accordingly given to the respective owners of 13 and 15, each of whom presumably had a half interest in the party wall, to pull down that wall and reconstruct it. At the time the inspector of the Building Authority made the inspection in September No. 15 was vacant, 13 was partially vacant, but 17 was occupied and continued to be occupied until the time of the collapse. The owner of 15 appeared to have taken reasonable prompt action. Directly he received the notice he instructed a scaffolding contractor to shore up the two houses 13 and 15. The contractor was informed that the party wall was to be pulled down and rebuilt, and was instructed to put in the necessary shores for that work. He put rows of China fire poles on each floor of the two houses, so arranged as to carry the whole of the weight of the floors and the roofs of those two houses. The next step which the owner had to take was to engage the services of an authorised architect to prepare a plan and give notice to the Building Authority of the proposed works. Without that plan and notice any building operations would have been illegal. Mr. L. A. Koss, authorised architect, was instructed to do the needful, and he prepared a plan showing the putting down and rebuilding of this wall, and sent it in to the Building Authority. That plan was subsequently withdrawn and another substituted. The Building Authority looked at the second plan and notice, came to the conclusion that the papers were in order, and acknowledged the plan on October 31st. The owners of 13 and 15 then entered into a contract through the agency of Mr. Koss, who prepared a contract with a Chinese firm of building contractors. The contract provided for the pulling down of the party and cross walls, and their rebuilding for a certain price; it provided also that the Chinese contractor should be responsible for the shoring up of the buildings during the alterations, but as the jurors had already heard, the shoring up had been done previous to this contract. The contract work had to be carried out under the supervision and to the satisfaction of Mr. Koss, and as soon as the contract was signed the work proceeded with reasonable despatch. The walls were pulled down, the old foundations were taken up, new trenches were dug, and just before the collapse the new foundations of these party walls had been completed, and the wall itself was three or four feet above the ground level. The foundations

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of the cross wall were commenced on the morning of the collapse, the trench excavated for those foundations having been passed by Mr. Koss that morning. The pulling down of a party wall between two old Chinese houses was a somewhat risky proceeding, and had to be done with all due precaution to the safety of the people engaged. Mr. Bowley thought the attention of the jurors would probably be concentrated on the question as to whether proper precautions were taken in order to carry out this risky operation without danger to life or limb. The jurors would hear how the two houses, 13 and 15, were shored up, what inspections were made previous to the shoring up, and generally how the work was conducted. They would have before them a certificate signed by Mr. Koss, in accordance with the provisions of the Building Ordinance, to the effect that the premises were able to bear the strain of the alteration. They would also hear the evidence of Mr. Perkins, of the Building Authority office, and some of the overseers, to the effect that they inspected the buildings and saw no reason to think that the wall between 13 and 15 was in a dangerous state.

Medical evidence was adduced as to the cause of death of the six Chinese, the police gave evidence as to the recovery of the bodies, and tenants of the collapsed houses told the jury about the collapse. The hearing was adjourned.

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On Saturday, November 26th, there were nineteen steamers in the harbour of Dairen, the whole quay line inside the basin being occupied.

Hitherto the agency of the China Merchants S. N. Co. at Yingkow (Ningbo) has been given to the firm of Bush Brothers, at a commission of 5 per cent. on the general receipt of freight and passage money, amounting to some few thousand dollars per year. It is now understood that a northern contemporary, that the contract for this agency will expire next spring and the China Merchants has received instructions from the Yachuan Pu to appoint the Bank of Communications at Yingkow as its agent instead. The commission to be given the Bank will be the same.

A fire broke out last month in the bunker of the Russian steamer *Russia* at Copenhagen, and the coal had to be discharged into lighters. The *Russia* is owned by the Russian East Asiatic Company, and is a vessel of 8,539 tons, built in 1908, and valued at \$104,396. She is laid up for alterations to cables.

Fuller information received from Rio de Janeiro concerning the loss of the steamer *Wally off Para* on October 21 states that the vessel struck a submerged reef with such force that she sank instantly. Fully fifty passengers were drowned, but how many of the crew perished is not known. It is probable that forty or fifty of them lost their lives, thus making a total death toll of about one hundred. Many of the passengers, it is stated, were English.

The *Shichihomaru*, a sailing vessel, which left Amashima, Kagawa prefecture, in the latter part of October on a training cruise conveying twelve students of the Amashima Marine School, of Kagawa prefecture, duly passed Shimoda Straits for the Japan Sea. On the 6th November the vessel called at Nagahama, Shimane prefecture, but since her departure from that place nothing has been heard of her. It is feared that she was caught in the violent gale experienced recently on the Japan Sea and foundered. Applications have been made by the Marine School, to the police along the Japan Sea coast asking that a search be instituted for the missing vessel.

The N.D.L. steamer *Prinz Sigismund*, which arrived at Kobe on the 22nd November from Australia, via ports, brought to Japan four Chinese who were rescued in the Straits of Formosa. Coming up from Hongkong very bad weather was experienced, and one day the steamer only made 95 miles. It was during the very severe gale that the Chinese were shipwrecked, says the *Japan Chronicle*, and when sighted, by the *Prinz Sigismund*, they were in a pitiable condition. The unfortunate men had found it almost impossible owing to the big seas to cling to their craft which had capsized, so in their desperation they made holes in the bottom through which each man thrust a leg, in order to obtain a firmer hold. Big waves were washing over the wreck when the German steamer came in sight, and after some difficulty all four men were safely got on board. They were handed over to the Chinese Consul in Kobe.

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On the 7th at 12.10 p.m.—The barometer has fallen generally, particularly over N. China and Japan.

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CHINA'S FINANCIAL POSITION.

The financial position of China has been brought prominently before the public this week by reason of the projected large loan by America. A fortnight ago several city financiers expressed grave doubts whether America would accomplish the deal, and it was shortly afterwards reported that China could not find her way to agree to some of the American conditions. Meetings took place, however, in London between representatives of British, French, German and American financial groups, who came to a mutual agreement for co-operation and participation in regard to Chinese Government loans. The agreement is far-reaching, for it not only provides for the \$10,000,000 loan required by China for Manchuria developments and other purposes, but also for future financial operations in China.

It seems that the American financiers approached the European financial groups, and that they should have arrived at an important international understanding is regarded with satisfaction in Government circles. Once the men of money sat down to deliberate calmly the discussion was very brief, and it is felt on all sides that a cause of friction has been removed. The English financial papers consider that it represents a victory for American interests, who have made no secret of their desire to assist in the financing of Manchuria. The natural inference is that henceforward leading American financial groups will participate more largely in any borrowing proposals which may be put forward by the Chinese Government.

The question of monetary reform in China is also engaging as much attention in America as in London. Across the Atlantic this chapter of finance is looked upon as an event of world-wide importance, which, if carried out successfully, may profoundly affect the monetary systems, and largely influence the commerce of America and Europe.

While on the subject of finance I may mention that British investors are apparently still willing to entrust their capital with the Chinese Government, the issue of £1,110,000 five per cent. Tientsin-Pukow Railway bonds being largely over-subscribed this week. The present issue was for three millions, and the remaining portion was offered in Germany. Judging from the prospectus everything was done to make the security watertight, but at the same time provincial revenues are not so comfortable a backing for a loan as a mortgage on a profit-earning railway or a lien on Customs.

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There have been three interesting lectures in the last few days regarding Asiatic affairs. Sir Francis Younghusband, who led the famous expedition into Tibet in 1904, addressed the members of the Central Asiatic Society on "Our position in Tibet," concerning which he is not at all satisfied. Sir Francis is not a believer in the Yellow Peril; rather, he thinks the Chinese have much more reason to fear a white peril, but the rough, tactless handling of the Lamas, and movements of Chinese troops, have unsettled the North-East Frontier of India. In endeavouring to make Tibet a province of China, the Chinese had displayed a marked absence of friendly relations with our officers, and the Chinese officials at present flooding the country exhibited strong anti-British propensities. Sir Francis's opinion is that if the Chinese officials would show themselves ready to co-operate with Britain, and treat the Tibetans sensibly and reasonably, we need have no objection to the increase of Chinese influence, but as things are going now, it looks very likely as though there is more trouble ahead.

Major G. M. Sykes, the noted explorer, who recently returned from his sixth journey in Persia, has been helping the Royal Geographical Society to solve some of the archaeological problems of that historic land. Major Sykes was unable to identify the ancient capital of Alexander, but the city of Darius was located satisfactorily. The site of the ancient city of Nishapur was also discovered, and this is interesting from the fact that Omar Khayyam lived here during the zenith of its prosperity.

A remarkable journey across Asia from India to Siberia has been accomplished by Lieutenant P. T. Etkerton, who travelled some 4,000 miles. Occupying a whole year, and undertaken chiefly from a love of sport and travel, it was not unattended with hardships and dangers. Starting in March, 1909, from Lansdowne in the Himalayas, Lieutenant Etkerton travelled via Kashmir, the Gilgit Valley and Hunza to the Pamirs. Thence through Chinese Turkistan, Mongolia and Siberia to Novo Nicholaeval, a station on the Trans-Siberian railway. Lieutenant Etkerton disposes of the popular idea that the Pamirs are a tableland. He says they comprise a succession of leads formed by the shale detritus which has accumulated through the ages, a mighty mass of lofty, high-pitched ridges and gables, with valleys, hollows, or leads between, desolate and treeless, with a climate noted for its severity. The Pamirs had attracted attention from the political and sporting point of view, but their military value is a negligible quantity.

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Lord Northcote in a letter to the Lord Mayor of London urges that no more appropriate memorial to King Edward could be proposed than the establishment of a fund to carry out and extend the work of research into tropical disease. Lord Northcote has spent several years in the tropics in the service of his country, and he thinks it appropriate that the metropolis of

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the Empire should take the lead in a movement for giving the full benefit of British administration to the more distant portions of the King's dominions, which have contributed in no small measure to the capital's prosperity. The late King Edward took a keen interest in anything pertaining to war on disease, and it is certainly fitting that the development of our tropical possessions shall be carried out with as little cost as possible in human life and vital energy. In days gone by the heavy death toll was vaguely attributed to "the climate," but medical and scientific men now know differently. Lord Northcote refers to the astonishing results in saving human life in connection with malaria, yellow fever and sleeping sickness, and quotes two towns in the Federated Malay States where the deaths from malaria had dropped from 368 in 1901, the year when remedial measures were commenced, to 45 in 1905. It is possible that a King Edward VII. Tropical Research Fund will be started.

With the fixing of June 22nd for the Coronation the Committee responsible for the arrangements have now settled definitely to work, and the Earl Marshal has leased a handsome suite of apartments in Cleveland Row, Pall Mall, where a large staff is already busily employed. A novel point has to be decided, namely, the position that is to be occupied by the Queen Mother in the procession and at the coronation in the Abbey. Not for a period of two hundred and fifty years has the Mother of the Sovereign, herself a Queen, lived to see the Coronation of her son, and moreover the times of the Stuarts were full of trouble and afford no comparison with our own. It is impossible to follow precedent in this instance. The Coronation Committee are discussing the matter, which is likely to be settled by King George in consultation with the Queen Mother.

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It is felt that the day has been well chosen, because it coincides with that on which Queen Victoria celebrated her Diamond Jubilee. Another happy comparison is that the Coronation, with its Oath of Accession, will, for the first time for centuries, be free of all discord. The new oath closes a long-standing religious controversy. I heartily anticipate the establishment line is making arrangements whereby Hindus will be able to travel to the Coronation without breach of their religious and caste observances.

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No precise date has yet been selected for the Imperial Conference, but it is certain to take place sufficiently near to the date of the Coronation to enable the Premiers to attend both great historical events on the one visit. In 1907 the Imperial Conference met on April 14th and continued deliberating until May 15th. Following the precedent of that year it is anticipated that the Premiers and their colleagues will arrive in London about the middle of May, and the meetings will be continued until a date very close upon the Coronation. No matter what may happen in the interval in politics the Conference will take place, with the Prime Minister, whoever he may be, for its president.

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The identity of the Englishman, Messrs. Brandon and Trench, arrested in the summer at Borkum on a charge of espionage has now been disclosed. They are Lieutenant Vivian Brandon, R.N., and Captain Bernard Frederick Trench, R.M.L.I. Mr. Brandon is the son of Mr. Brandon, of Oakbrook, Hammersmith, and brother of Mr. Jocelyn Brandon, L.C.C. It is of peculiar interest to note that he is one of the twelve Jews, who have officially declared themselves as such, holding commissions in the Navy. The only Jewish officer in the Navy holding higher rank than Lieutenant is Captain H. E. Blumberg, R.M.L.I. The imprisoned officer belongs to the same family as Mrs. Lewis Waller and Mrs. Clement Scott. The accused are to be tried at Borkum, which will be something of a shock to the German Judges, as there is no record of a Jew having entered the German Navy. Captain French is the son of a high official of the L. and N.W. Railway and comes of the Irish family of which Lord Ashdown is the head. The trial will be held at Leipzig on December 10th, before seven judges, and Messrs Bull & Bull, solicitors, have retained two eminent German barristers for the defence.

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The German Crown Prince and Crown Princess are now safely on their way to Ceylon, from which country the latter will return straight to Germany. It is understood that the journey is being undertaken in accordance with the Prince's own wishes, and the Nationalist Press is looking forward to the royal visit to the Far East as an event which will lead to the German name and increase German prestige in lands where, hitherto, other European countries have had a monopoly. The visits to Peking and Tokyo are regarded as of great importance in this respect, for it is not too much to say that the policy of the Yellow Peril, which some years ago bulked so largely in the imagination of the Kaiser, has given way to a more practical appreciation of the actual state of affairs in the Far East.

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It appears that the Far East, as well as Australasia, is to benefit by the proposed "deferred" telegrams. It is recognised that the code system is not suitable to the requirements of all classes of the community, so that were a reduced tariff introduced for messages in plain language the volume of business would, in all probability, fully make up for the reduction in the tariff. The proposal of the Postmaster General has been agreed to in principle by the leading cable companies and the details are now being worked out. The general opinion is that the broad-minded policy adopted in this matter will be productive of excellent results to the cable companies, and the example of the Eastern

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Mr. Alfred Beit, of 26, Park-lane, W., and of Messrs. Wernher, Beit & Co., of London-wall Buildings, died July 16, 1906, at the age of 53 years, leaving about £2,000,000 for public uses, of which £1,200,000 was left to trustees for the development of communication in Africa, including the Cape to Cairo Railway and Cape to Cairo telegraph system. His estate was sworn to after his death at £3,000,000, "as far as at present can be ascertained," but it has now been re-sworn at what is presumably the final figure of £3,049,616 0s 5d.

Mr. Beit's estate for purposes of death duties came under Sir William Harcourt's Act of 1894, and the estate duty payable in respect thereof exceeded that of either of the rich estates of Mr. Charles Morrison and Mr. Beit. The Duke of Westminster, however, was only tenant for life of the great properties, worth probably more than fourteen millions, which passed on his death. Mr. Morrison's is probably the largest estate in this country of which anyone has had the absolute disposal. He inherited from his father, in 1857, a million, and the eleven millions which he left represent a little less than the sum to which his original inheritance of one million would have accumulated with compound interest at the rate of 5 per cent. Mr. Beit's fortune of eight millions was much more rapidly accumulated than that of Mr. Morrison.

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Extension Company is likely to be followed by similar concerns in other parts of the world.

Sir John Wolfe Barry, who presided over the recent half-yearly meeting of this Company, attributed the increased business to the remarkable development that had taken place in the rubber industry. While receipts had increased, expenses had also risen, and Sir John mentioned that owing to the increased cost of living in the Far East, and particularly in the Straits Settlements, the Company had found it necessary to increase substantially the remuneration of the staff in that region in order to meet fairly the new conditions that had arisen. The staff of other companies will, no doubt, appreciate this fact.

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Already Welshmen in Hongkong and the Far East, Australia, and the world generally, have announced their intention of returning to their native land to join in the rejoicings at the investiture of the Prince of Wales at Carnarvon next July. The visitors will include men prominent in Colonial administration, and the United States contingent will be a large one. Bookings at the Carnarvon hotels have already commenced.

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There was a significant phrase in the Duke of Connaught's speech at the opening of the Union Parliament in South Africa, which may mean much, or little. It has been taken hold of, however, to mean that King George may set a precedent and make an Empire tour. The Duke of Connaught, in reading the King's speech, regretted his Majesty's absence "for the present." While a Kingly tour is without precedent, so the British Empire of to-day is without precedent, and in influential circles it is admitted that a royal visit to South Africa is not beyond the bonds of possibility. Really, one can see no reason why the King should not visit his dominions over the seas, especially as it has become customary to pay extended visits to the continent. King George, too, has a natural love for travel, and so one day Hongkong residents may have the pleasure of welcoming his Majesty in person.

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A wedding of interest to the Far East took place at St. George's, Hanover Square, a few days ago, when John Arthur Copple, son of the late Lt. Col. Somerville, of Driffield, Co. Cork, married Vera Cooper, daughter of Mr. and Mrs. Aston Key, of Southwick Place, Hyde Park.

Prince Leopold, second son of Princess Henry of Battenburg, left London last Thursday on board the *Omrah* on a six-months' tour round the world. His immediate objective is Australia, but a visit to Hongkong is stated to be included in the itinerary.

Sir Arthur Nicolson, Permanent Under Secretary for Foreign Affairs, and Sir T. Vesey Strong, Lord Mayor of London, have been appointed members of the Committee on Oriental Studies.

Mr. Isaac Reeves, late Commander in the P. & O. Steam Navigation Company, died last week at Acton in his 78th year.

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TWO MEN LEAVE £19,000,000.

The estates have now been re-sworn of Mr. Charles Morrison and Mr. Alfred Beit, the former leaving close upon £11,000,000, and the latter £3,000,000. The duties alone on these two estates amount to the large sum of £3,050,000.

Mr. Charles Morrison, of Harley-street, W., of Coleman-street, E.C., of Basilton Park, Goring, and of the Isle of Islay, Scotland, and of the Fore-street Warehouse Co., died May 5, 1909, at the age of 91 years. His estate was originally sworn for probate in 1909, at the record figure of £2,565,656 13s 4d, "as far as at present can be ascertained," and it has now been re-sworn as of the value of £10,956,666 13s 4d, an increase on the previous figure of £2,270,000, and possibly the tale of his fortune is not yet complete.

On the figures of this re-sworn valuation the estate duty alone amounts to £1,640,500, and it would appear that the total levy of the Exchequer in the form of various death duties, 15s estate duty, legacy duty, succession duty, and settlement duty on the property passing at Mr. Morrison's death will probably amount to about £2,000,000.

Mr. Alfred Beit, of 26, Park-lane, W., and of Messrs. Wernher, Beit & Co., of London-wall Buildings, died July 16, 1906, at the age of 53 years, leaving about £2,000,000 for public uses, of which £1,200,000 was left to trustees for the development of communication in Africa, including the Cape to Cairo Railway and Cape to Cairo telegraph system. His estate was sworn to after his death at £3,000,000, "as far as at present can be ascertained," but it has now been re-sworn at what is presumably the final figure of £3,049,616 0s 5d.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and not to the Editor, and should be accompanied by the full name and address of the advertiser, and should be sent in before 11 a.m. on the day of publication. After that hour the supply is limited. Only supplied for Cash.  
P.O. Box 55. Telephone No. 12.  
Telegraphic Address: PAPER OFFICE A.B.O.  
6th Ed. 1st 1st.

## NEW ADVERTISEMENTS

## AN OPPORTUNITY FOR AMERICAN ENTERPRISE IN HONGKONG.

THE OCCIDENTAL HOTEL, situated at Kowloon, within a few minutes walk of the principal landing stages of the Second Sea-port in the World, and adjacent to the Trunk Road of the KOWLOON-CANTON RAILWAY, is for lease on very easy terms. It is an exceptionally large and showy building, fully furnished and capable of extension, with a large piece of vacant land adjoining, suitable for Tennis Courts, etc.

The Establishment has been conducted as a First Class Hotel and should prove a profitable investment if management is taken over by a competent person devoting exclusive attention to the business.

Full particulars apply to—  
H. E. KUTONJEE & SON.  
Hongkong, 8th December, 1910. [1356]

## TO LET.

NO. 3, CHANCERY LANE, Six Roomed House.  
Apply to—  
Y. B.  
Care of "Daily Press" Office.  
Hongkong, 8th December, 1910. [1357]

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## NOTICE TO CONSIGNEES.

## S.S. "HONGKONG MARU."

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo alongside.

Cargo impeding the discharge of the vessel will be landed at once to the Kowloon Wharf Co.'s Godown at Consignees' risk and expense. Cargo remaining on board after the 10th inst., at 10 a.m., will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered by the 15th inst., at Noon, will be subject to rent.

All cleared and damaged Cargo to be left on board and examination of same to be arranged.  
K. MATSUDA,  
Manager.  
Hongkong, 8th December, 1910. [1358]

## ELECTRIC MOTOR FOR SALE.

A 2 h.p. ELECTRIC MOTOR with starting switches, pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements.  
MANAGER,  
HONGKONG DAILY PRESS OFFICE.  
Hongkong, 22nd November, 1910. [1357]

## "CAPITAL AND COMMERCE."

A Well-known Business Paper in the Far East of inestimable value to the Business Man who finds in it, condensed and scientifically selected from hundreds of special papers and reviews, as well as from the reports of correspondents, all the information he may require, as well as much appreciated leaders on financial or commercial matters.

"Capital and Commerce" is sold in Hongkong at Messrs. KELLY & WALSH and Messrs. SAYCE & CO., where subscriptions (\$15.00) can also be received.

For advertisements apply to: D. MAHER & Co., 47, Pottinger Street.  
Messrs. MARTI & Co.  
Hongkong, 6th December, 1910. [1343]



## SANITARY BOARD OFFICE, Hongkong.

## TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the CENTRAL Division of the City of Victoria and the WESTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEDWASHED THROUGHOUT by the owners during the months of December and January.

N.B.—The word "throughout" used in this notice means that the houses should be limedwashed in respect of all the Walls of each Room, all Ceilings, Partitions, Slat Ceilings and Slat Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls limedwashed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be limedwashed, but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Clerly Street on the West.

Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North thereof through the Yau-ma-tei Reservoir to the Northern boundary of Kowloon.

The Government Limedwashing Contractor is prepared to Cleanse and Limedwash floors at the rate of 95 cents per floor, on application being made to the Secretary of the Sanitary Board.

Dated this 1st day of December, 1910.  
W. BOWEN-BOWLANDS,  
Secretary.

## INTIMATIONS

## CHINESE IMPERIAL RAILWAY.

## CANTON-KOWLOON RAILWAY.

## CHINESE SECTION.

## NOTICE.

THE FIRST SECTION of the above RAILWAY from CANTON (TAI SHA TOW) to SIEN TSUN will be OPENED to Traffic from the 6th DECEMBER, 1910.

## TIME TABLE.

In force from 6th DECEMBER, 1910,  
Until Further Notice.

## CANTON (TAI SHA TOW) TO SIEN TSUN.

Miles	STATION	Passenger Trains.		
		No. 1	No. 2	No. 3
		Daily	Week	Sun- days
		A.M.	P.M.	P.M.
	CANTON (Tai Sha Tou)	7.00	12.00	2.00
3.63	SHIEK PAI	7.09	12.09	2.11
	dep.	7.12	12.12	2.13
7.93	CHE PI	7.23	12.23	2.26
	dep.	7.28	12.28	2.29
12.58	WU CHUNG	7.39	12.39	2.43
	dep.	7.42	12.42	2.45
17.09	NAM KONG	7.53	12.53	2.59
	dep.	7.58	12.58	3.04
21.67	SUN TONG	8.10	1.10	3.19
	dep.	8.13	1.13	3.21
23.61	TONG MEI	8.18	1.18	3.27
	dep.	8.23	1.23	3.31
25.54	NGA YEO	8.28	1.28	3.38
	dep.	8.31	1.31	3.40
29.00	SIEN TSUN	8.40	1.40	3.51

## SIEN TSUN TO CANTON (TAI SHA TOW).

Miles	STATION	Passenger Trains.		
		No. 2	No. 4	No. 8
		Daily	Week	Sun- days
		A.M.	P.M.	P.M.
	SIEN TSUN	9.15	2.15	4.10
3.46	NGA YEO	9.24	2.24	4.21
	dep.	9.28	2.28	4.23
5.39	TONG MEI	9.33	2.33	4.30
	dep.	9.39	2.39	4.34
7.35	SUN TONG	9.44	2.44	4.40
	dep.	9.48	2.48	4.42
11.91	NAM KONG	10.00	3.00	4.57
	dep.	10.06	3.06	5.01
16.42	WU CHUNG	10.17	3.17	5.15
	dep.	10.21	3.21	5.17
21.10	CHE PI	10.32	3.32	5.31
	dep.	10.38	3.38	5.34
25.37	SHIEK PAI	10.49	3.49	5.47
	dep.	10.53	3.53	5.49
29.00	CANTON (Tai Sha Tou)	11.02	4.02	6.00

By Order,

## THE ADMINISTRATION.

Canton, 28th November, 1910. [1330]

## BAZAAR.

IN Aid of the Poor Chinese Orphans of the ASILE DE LA SAINTE ENFANCE. (Under the Disinterested Patronage of their Excellencies Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O. and Lady LUGARD.) The Mother Superior and Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL TO-DAY (THURSDAY), the 8th December, at 2 o'clock in the afternoon.

They request your presence in order to inspect the different Needle and Fan Works made by their Poor Orphans.  
ASILE DE LA SAINTE ENFANCE.  
Hongkong, 29th November, 1910. [1325]

## FOR SALE

## REMAINING PORTIONS OF MARINE

LOTS 31 and 35, at PRAYA EAST.  
Approximate Area, 43,000 Square Feet.

## TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

## MARINE LOT No. 285

## EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—  
G. FENWICK & Co., Ltd.,  
ENGINEERS, &c.,  
PRAYA EAST, HONGKONG.  
Hongkong, 8th June, 1906. [134-168]

## ON SALE.

## HONGKONG HANSARD REPORTS

of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.  
PRICE — — — \$3.  
DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [1316]

## "WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportman," reproduced in book form.  
PRICE ONE DOLLAR.  
Hongkong, 29th October, 1910. [1229]

## TOYS! TOYS! TOYS!!!

JUST OPENED, A Large Assortment of NICE, BEAUTIFUL TOYS to suit every whim of a Child. Bring your little ones with you and they will say any more. An early inspection Solicited. Prices to suit every purse. Call quick not to be disappointed.  
H. HIPPOOLA & Co., 15 & 15 D'Aguiar St.  
Hongkong, 23rd November, 1910. [1311]

## PUBLIC COMPANIES

## CHINA LIGHT AND POWER CO., LTD.

## LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHUN YET CHING, of Shanghai, Duplicate Certificate of 100 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 700-100 Shares numbered 25351/25450, and dated 9th February, 1906, has been LOST or DESTROYED; and Notice is hereby Given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.  
SHEWAN, TOMES & Co.,  
General Managers.  
St. George's Building,  
Hongkong, 16th November, 1910. [1290]

## WEI SAN KNITTING COMPANY, LTD.

## LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHING YUE, of Shanghai, Duplicate Certificate of 1,000 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 18-100 Shares numbered 821/920 "19-100" " " 921/1020 "20-100" " " 1021/1120 "21-100" " " 1121/1220 "22-100" " " 1221/1320 "23-100" " " 1321/1420 "24-100" " " 1421/1520 "25-100" " " 1521/1620 "26-100" " " 1621/1720 "27-100" " " 1721/1820 and dated 2nd March, 1910, have been LOST or DESTROYED; and Notice is hereby Given that if within 30 days from the Date hereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.  
SHEWAN, TOMES & Co.,  
General Managers.  
St. George's Building,  
Hongkong, 16th November, 1910. [1291]

## INSURANCE

## NORTH BRITISH AND MERCHANT

## MARINE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1909 £19,875,357.

I. Authorized Capital ... \$6,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500 0 0  
II. Fire Funds ... 3,489,136 6 7  
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE AND MARINE at Current Rates.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 19th July, 1910. [788]

## EXTRA CHOICE ENGLISH

## HAM

## AND

## BACON

70 Cents Per lb.

## THE

## DAIRY FARM CO., LTD.

[42]

## SUITABLE FOR

## XMAS PRESENTS

CANTON SATIN, SILK, EMBROIDERED, BEAD, TABLE COVER, TABLE CENTRE, SCARVES, CHINESE FLAG, SATIN EMBROIDERED CUFFS and COLLARS, MANTLE DRAPE BAGS, &c. CANTON LINEN EMBROIDERED, BED SPREADS, TABLE COVER, TABLE CENTRE, PILLOW CASES, INSERTION, DRAWN WORK, DOYLIES, &c., &c.  
HOOSAIN-ALI & Co.,  
No. 14, Queen's Road Central.  
Hongkong, 24th November, 1910. [707]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

## SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 888G. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.  
WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [1181]

## AUTOMATIC BROWNING

## POCKET PISTOLS.

CALIBRE 7.65 m.m.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
SIEMSEN & Co.  
Pongkong, 6th March, 1907. [138]

## A LING &amp; CO..

19, QUEEN'S ROAD CENTRAL.

## FURNITURE AND PHOTO GOODS

## STORE.

Photographic Goods of every Description in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [1184]

## TO LET

## TO LET.

## NEW and COMMODIOUS SHOPS.

Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-ma-tei, Area 35,220 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.  
Hongkong, 1st December, 1909. [790]

## TO LET.

## LARGE SPACIOUS GODOWN, No. 51, Kennedy Town.

JEBSEN & Co.  
Hongkong, 10th November, 1910. [1270]

## TO LET.

## KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATTHEW & Co., Ltd.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st December, 1910. [89]

## TO LET.

## GODOWNS, 95, 96 and 97, Praya East.

Apply—  
CHATER & MODY.  
Hongkong, 7th December, 1910. [1550]

## TO LET.

## NO. 7, UPPER MOSQUE TERRACE.

Apply to—  
M. L. CHAN,  
No. 1, Lower Mosque Terrace.  
Hongkong, 5th December, 1910. [1355]

## TO LET.

## NO. 21, CONDUIT ROAD, Clifton Gardens.

Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chung Road. OFFICES in YORK BUILDING.

NO. 10, DES VEXES ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st December, 1910. [87]

## TO LET.

## SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—  
J. HENNESSEY SETH,  
No. 8, Des Vexes Road Central.  
Hongkong, 1st October, 1910. [795]

## TO LET.

## MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—  
ARRATON V. APCAR & Co.,  
14, Des Vexes Road, Central, 1st Floor.  
Hongkong, 28th July, 1910. [874]

## TO LET.

## GODOWN, No. 4, New Praya, Kennedy Town.

Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st December, 1910. [994]

## TO LET.

## NO. 9, BEACONSFIELD ARCADE, Shop.

No. 21, SHELLEY STREET. 1 HOUSE, in Belkiss Terrace.

"EGGEBORF," No. 114, PEAK, To Let Furnished for one year from 15th April next.

SIX ROOMS. C.M.S. PEAK BUNGALOW, MOUNT KELLY, Furnished for 7 months from 1st November, 1910.

No. 57, PRAYA GRANDE, Macao. FOR SALE.—TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 3rd December, 1910. [91]

## TO LET.

## GODOWN, No. 5A, DUDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st December, 1910. [98]

## TO LET.

## NO. 11, GAGE STREET. Eight-Roomed House with Godowns.

Apply to—  
E. A. & C. F. DE CARVALHO,  
14, Arbuthnot Road.  
Hongkong, 22nd November, 1910. [1306]

## TO LET.

## A HOUSE, in Knutsford Terrace.

Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st December, 1910. [1250]

## TO LET.

## OFFICES, Hotel Mansions.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 2nd February, 1910. [151]

## AUCTION

## PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. BUTTERFIELD & SWIRE to sell by Public Auction.

TO-DAY (THURSDAY), the 8th December, 1910, at 11 a.m., at The China Navigation Co.'s Godown, West Point, A QUANTITY OF UNCLAIMED GOODS.

Comprising—  
IRON, PAPER, BEANS, BECHE DE MER, MEDICINES, SANDALWOOD, BEANCURD, CEMENT, &c., &c., &c.

Terms—As Usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 1st December, 1910. [1338]

## DENTISTRY

## DR. M. H. CHAUN.

DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL.

1st FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910.















## SHIPPING.

**ARRIVALS.**  
**ANAPA**, British str., 2,251 J. H. Park, 7th Dec.—Mojl 1st December, Coal—Samsol Samsol.  
**CARL DIEDERICHSEN**, German str., 774 Chr. Jurgensen, 7th Dec.—Pakhoi and Hoihow 6th Dec, General—Jensen & Co.  
**CHENAN**, British str., 1,635 W. C. Passmore, 7th Dec.—Foonchow 4th Dec, General—Douglas, Lapnik & Co.  
**HONGKONG MARU**, Japanese str., 3,447, H. Himekuni, 7th Dec.—Coronel and South America 24th Sept., Coal and M.D.—Toy Kisen Kaisha.  
**KWANLEE**, Chinese str., 7th Dec.—Canton.  
**LINAN**, British str., 1,532 Williams, 7th Dec.—Shanghai 4th Dec, General—Butterfield & Swire.  
**OSANO**, British str., 7th Dec.—Canton.  
**TAIHUN**, Chinese str., 7th Dec.—Canton.  
**WOSANG**, British str., 7th Dec.—Canton.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
 7th December.  
**Dajia Maru**, Japanese str., for Swatow.  
**Evrol**, British str., for Manila.  
**Wosang**, British str., for Shanghai.

## DEPARTURES.

7th December.  
**AKI MARU**, Japanese str., for Singapore.  
**ARMENIA**, German str., for Singapore.  
**CHIRU**, British str., for Haiphong.  
**HANGSARU**, British str., for Canton.  
**Hoihow**, British str., for Canton.  
**KWONGSANG**, German str., for Saigon.  
**MAHLEID**, German str., for Haiphong.  
**MIFUO**, Chinese str., for Canton.  
**MICHAEL JENSEN**, German str., for Haiphong.  
**SOBU MARU**, Japanese str., for Swatow.  
**TAISHUN**, Chinese str., for Shanghai.  
**TELEMACRUS**, British str., for Saigon.  
**TOUAREK**, French str., for Port Said.  
**ZAFINO**, American str., for Manila.

## SHIPPING REPORTS.

The British str. *Hoihow* reports: Dull cloudy weather and moderate N.E.  
 The British str. *Anapa* reports: Strong monsoon, dull and overcast weather.

## PASSENGERS.

**ARRIVED.**  
 Per *Hongkong Maru*, from South American Ports, &c., Dr. Fowles.  
 Per *Hoihow*, from Coast Ports, Messrs Shields and Brodersen.  
**DEPARTED.**  
 Per *Touarek*, for Haiphong, &c., Mr and Mrs Le Getz, Miss Blanch Merk and Dr. Le Dentu.

## VESSELS EXPECTED.

**THE AUSTRALIAN MAIL.**  
 The E. & A. str. *Eusebia* from Australia, left Manila on the 6th inst. at 2 p.m. for this port.  
 The E. & A. str. *Altenau* left Sydney on the 3rd inst. for this port, via Queensland Ports and Manila.

**THE ENGLISH MAIL.**  
 The P. & O. S. N. Co.'s str. *Himalaya* left Singapore for this port on the 4th inst., at 5.30 a.m., with the outward English Mails, and is due here to-morrow at about 6 a.m.

**THE AMERICAN MAIL.**  
 The P. M. S. S. Co. str. *Korea* arrived at Manila on the 5th inst. morning, and will leave there on the 8th inst. p.m., and is due here on the 10th inst.

**THE INDIAN MAIL.**  
 The Indo-China str. *Kutang* left Calcutta for the Straits and Hongkong on the 28th ult., and is due here on or about the 14th inst.

**THE CANADIAN MAIL.**  
 The C. P. R. Co.'s str. *Empress of China* left Vancouver on the 1st inst. p.m. for Hongkong via usual ports of call.

**SYNCHRONOUS STEAMERS.**  
 The str. *Ischia* left Singapore for the port on the 30th ultimo afternoon, and may be expected here to-day.

The N.Y.K. str. *Atsuta Maru* (European Line) left Singapore for this port on the 2nd inst., and is expected here to-day.

The Bank Line str. *Redwill* sailed from Moji on the 2nd inst., and is due here to-day.

The H. A. Line str. *Westphalia* left Shanghai on the 5th inst. p.m., and may be expected here to-day.

The "Don" Line str. *Bentley* from Antwerp, Middlesbrough and London left Singapore on the 2nd inst. for this port.

The "Shire" Line str. *Penbrokeshire* from London, left Singapore for Hongkong on the 4th inst. afternoon, and may be expected to arrive here on the 11th inst.

The Danish str. *Siam* left Saigon on the 1st inst., and may be expected here on or about 15th inst.

The American Asiatic S.S. Co.'s str. *Indra-deo* left New York on the 20th Oct., and is due here on or about the 15th inst.

The O.S.K. str. *Seattle Maru* from Tacoma, arrived at Yokohama on the 1st inst., and is expected to arrive here on or about the 18th inst., via Manila.

The T.R.K. str. *Nippon Maru* sails from San Francisco on the 22nd ultimo, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 20th inst.

The str. *Glendochy* left London on the 5th ult., and is due here on or about the 20th inst.

The O.S.K. str. *Mezaco Maru* left Tacoma for this port on the 25th ultimo, and is expected to arrive here on or about the 29th inst., via Japan and Shanghai.

The American & Manchurian Line's str. *Kioto* left New York on the 10th ult., and is due here on or about the 1st January.

The T.K.K. str. *Kyo Maru* left Calcutta for this port via Mexican ports, Honolulu, and Japan ports, on the 30th ultimo.

## ARRIVALS AT HOME.

December 6th—*Ambric, Dumbie, Alesia.*

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	1	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 10th inst., at Noon.
LONDON, ROTTERDAM & ANTWERP.	BRECONSHIRE	Brit. str.	1	Tomlinson	JARDINE, MATHESON & Co., Ltd.	About 14th inst.
LONDON & ANTWERP via SINGAPORE, &c.	SOMALI	Brit. str.	1	A. G. Cabitt, R.N.R.	P. & O. S. N. Co.	About 28th inst.
COPENHAGEN.	PEKING	Swed. str.	1	Jäger	OLOF WIJK & Co., LTD.	On 13th inst.
COPENHAGEN & BALTIC PORTS.	SIAM	Swed. str.	1	Girtenbräu	MELCHERS & Co.	About middle of Jan.
ROTTERDAM, ANTWERP & HAMBURG, &c.	BULGARIA	Ger. str.	k. w.	Buch	HAMBURG-AMERICA LINE	On 16th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	WESTPHALIA	Ger. str.	k. w.	Ernst	HAMBURG-AMERICA LINE	On 9th Jan.
HAVRE, BREMEN & HAMBURG, &c.	ARABIA	Ger. str.	k. w.	Mases	HAMBURG-AMERICA LINE	To-morrow.
HAVRE, ROTTERDAM & HAMBURG, &c.	BRASILIA	Ger. str.	k. w.	Brino	HAMBURG-AMERICA LINE	On 24th inst.
HAVRE, BREMEN & HAMBURG, &c.	CANTON	Swed. str.	1	Brino	OLOF WIJK & Co., LTD.	On 3rd Jan.
MARSEILLES & COPENHAGEN.	POLYNESE	Fr. str.	1	Brino	MELCHERS & Co.	On 20th inst.
MARSEILLES, &c., via PORTS OF CALL.	SITHONIA	Ger. str.	k. w.	A. E. Moses	NIPPON YUSEN KAISHA	On 21st inst., at 11 light
MARSEILLES HAMBURG & ANTWERP &c.	MISHIMA MARU	Jap. str.	1	H. Peterson	NIPPON YUSEN KAISHA	On 27th inst., p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAWACHI MARU	Jap. str.	1	M. Hagino	NIPPON YUSEN KAISHA	On 4th Jan., at 11 light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU	Jap. str.	1	O. Fahnke	MELCHERS & Co.	On 14th inst., at Noon
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	KLEIST	Ger. str.	1	Brino	MELCHERS & Co.	About 15th inst.
BOSTON & NEW YORK.	SIER	Brit. str.	1 m.	Brino	CANADIAN PACIFIC R. Co.	On 17th inst., at 7 a.m.
YOKOHAMA via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	Brino	CANADIAN PACIFIC R. Co.	On 25th Jan., at Noon
YOKOHAMA via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2	Brino	CANADIAN PACIFIC R. Co.	On 13th inst., at Noon
VICTORIA, C.B. & TACOMA via SHANGHAI & JAPAN.	PANAMA MARU	Jap. str.	1	K. Kawan	NIPPON YUSEN KAISHA	On 31st Jan., at Noon
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	INABA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 15th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	TAMBA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	HALLAMSHIRE	Brit. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAWACHI MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KLEIST	Ger. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SIER	Brit. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	MONTEAGLE	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	PANAMA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	INABA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	TAMBA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	HALLAMSHIRE	Brit. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAWACHI MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
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VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SIER	Brit. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	MONTEAGLE	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
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VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	HALLAMSHIRE	Brit. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
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VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	MONTEAGLE	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
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VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	MONTEAGLE	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
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VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
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VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	MONTEAGLE	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
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VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAWACHI MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KLEIST	Ger. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SIER	Brit. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	MONTEAGLE	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	PANAMA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	INABA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	TAMBA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	HALLAMSHIRE	Brit. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAWACHI MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KLEIST	Ger. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SIER	Brit. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	MONTEAGLE	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	PANAMA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	INABA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	TAMBA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	HALLAMSHIRE	Brit. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAWACHI MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KLEIST	Ger. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SIER	Brit. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	MONTEAGLE	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	PANAMA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	INABA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	TAMBA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	HALLAMSHIRE	Brit. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAWACHI MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KLEIST	Ger. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SIER	Brit. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	MONTEAGLE	Brit. str.	2	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	PANAMA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	INABA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	TAMBA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	HALLAMSHIRE	Brit. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAWACHI MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KLEIST	Ger. str.	1	G. B. Elliott	NIPPON YUSEN KAISHA	On 21st inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SIER	Brit. str.	1	G.		







